

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Art Unit : 3682  
Examiner : James Pilkington  
Applicants : Robert A. DeJonge et al.  
Appln. No. : 10/820,424  
Filing Date : April 8, 2004  
Confirmation No. : 8844  
For : VEHICLE SHIFTER

Commissioner for Patents  
P.O. Box 1450  
Alexandria, Virginia 22313-1450

Dear Sir:

**DECLARATION UNDER 37 C.F.R. § 1.131**

We, the undersigned, declare as follows:

1. We are the co-inventors of the shifter illustrated in Figs. 2, 3, 4, 5, 9, 17, and 18, and claimed in claims 1, 2, 4-6, 12, 13, 60-63, 65-68, and 90-94 of the above-identified patent application (hereinafter collectively referred to as "The Shifter").

2. Prior to April 15, 2003, we conceived of the invention as defined in claims 1, 2, 4-6, 12, 13, 60-63, 65-68, and 90-94 and evidence of our conception is provided in the form of sketches (copy attached as Exhibit A) that we prepared following our conception. The sketches are dated prior to April 15, 2003.

3. A provisional patent application disclosing the invention illustrated in Figs. 2, 3, 4, 5, 17, and 18 of the above-identified patent application was filed on May 15, 2003. This application was assigned Application No. 60/470,609 (hereinafter "The Provisional Patent Application").

4. The undersigned are co-inventors of The Provisional Patent Applicant.

5. On or about April 7, 2003, Dennis Hawver prepared written material for Robert DeJonge's review (Appendix A) describing various technical and cost issues associated with The Shifter and requesting his assistance in connection with The Shifter. This written material included a list ("NEXT STEPS") of engineering and patent-related activities to be completed in connection with The Shifter.

6. Between about April 14, 2003, and May 15, 2003, we communicated on a regular basis as we further developed The Shifter and related concepts and prepared material to be included in The Provisional Patent Application.

7. On or about April 30, 2003, Mr. DeJonge authorized the law firm of Price, Heneveld, Cooper, DeWitt & Litton, LLP (hereinafter "Price Heneveld") to prepare the Provisional Patent Application.

8. On or about May 5, 2003, Jeff Kapteyn, an attorney with Price Heneveld, met with Mr. DeJonge at the Grand Haven Stamped Products facility in Grand Haven, Michigan, and additional disclosure concerning The Shifter and related material to be included in the Provisional Patent Application was provided to Mr. Kapteyn.

9. Sketches of The Shifter and related material for The Provisional Patent Application were forwarded to Mr. Kapteyn in an email of May 6, 2003 (Exhibit B).

10. On May 12, 2003, Mr. Hawver discussed with Mr. Kapteyn various aspects of The Shifter and related material to be included in the Provisional Patent Application.

11. On May 12, 2003, Mr. Kapteyn sent a draft of the Provisional Patent Application to Mr. DeJonge via facsimile for review.

12. On May 13, 2003, by telephone, Mr. DeJonge discussed with Mr. Kapteyn the draft of the Provisional Patent Application and provided suggestions for revisions to the draft application.

13. These revisions were incorporated in the Provisional Patent Application filed May 15, 2003.

14. All of the above activities outlined above occurred in the United States.

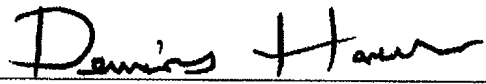
The undersigned hereby declare that all statements made herein of their own knowledge, are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment or both, under Section

Applicants : Robert A. DeJonge et al.  
Appln. No. : 10/820,424  
Page : 3

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1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.

Dated: 7SEP07

  
Dennis M. Hawver

Dated: \_\_\_\_\_

Robert A. DeJonge

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Applicants : Robert A. DeJonge et al.  
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Page : 3

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Dated: \_\_\_\_\_  
Dennis M. Hawver

Dated: 8 September 2007 B. A. DeJonge  
Robert A. DeJonge



BOB

Exhibit  
A

EP2  
(GEN. 2 ELECTRIC PAWL)

I'VE SPENT ABOUT 8 HRS. ON THIS AND CONCLUDE:

- ✓ FINANCIAL: \$ [REDACTED] SAVE  
(NOT INCLUDING POTENTIAL INTEGRATED KNOB)
- ✓ MASS: [REDACTED] REDUCTION (8% NET REDUCTION ON [REDACTED])
- ✓ STYLING FLEXIBILITY (NO BUTTON "STICK-OUT")
- ✓ COCKPIT PACKAGING FLEXIBILITY
- ✓ AUDIBLE IMPROVEMENTS
  - PAWL DETENT - P, N, D
  - BUTTON MECHANICS
- ✓ PERFORMANCE IMPROVEMENT
  - L vs. D KNOB BUTTON

CAN YOU PLEASE LOOK I THINK THROUGH THE FOLLOWING FIVE PAGES AND FIND FAULT WITH THE DESIGN OR ASSUMPTIONS... I'VE REVIEWED THE LATEST [REDACTED] SPEC'S LINE FOR LINE AND CAN'T FIND FAULT WITH THIS FOR [REDACTED] OR [REDACTED] APPLICATIONS. THE ONLY EXCEPTION IS AN EE REVIEW. I'VE ASKED ED TO GET ME 40 EE MANHOURS TO FLUSH THROUGH THE EE STUFF.

NEXT STEPS:

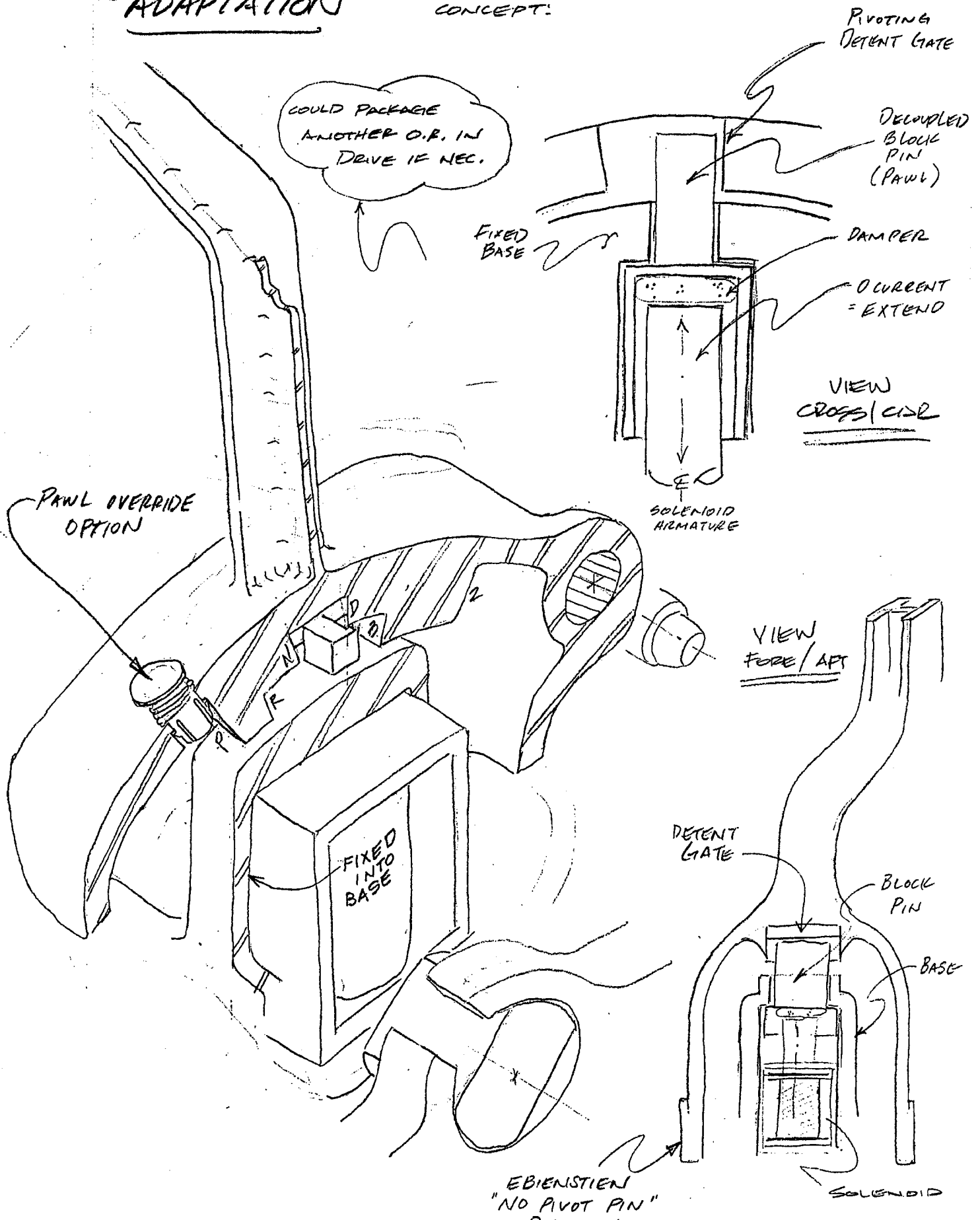
- YOU MONDAY-MORNING Q.B. REVIEW (BOB)
- REVISIT PATENT PROTECTION (BOB)
- FEA ON PLASTIC LEVER (ULLI)
- EE REVIEW (HAWVER)
- TEAM MEETING - BIG MONDAY MORN. Q.B. (HAWVER)

DAAA!

03APR03

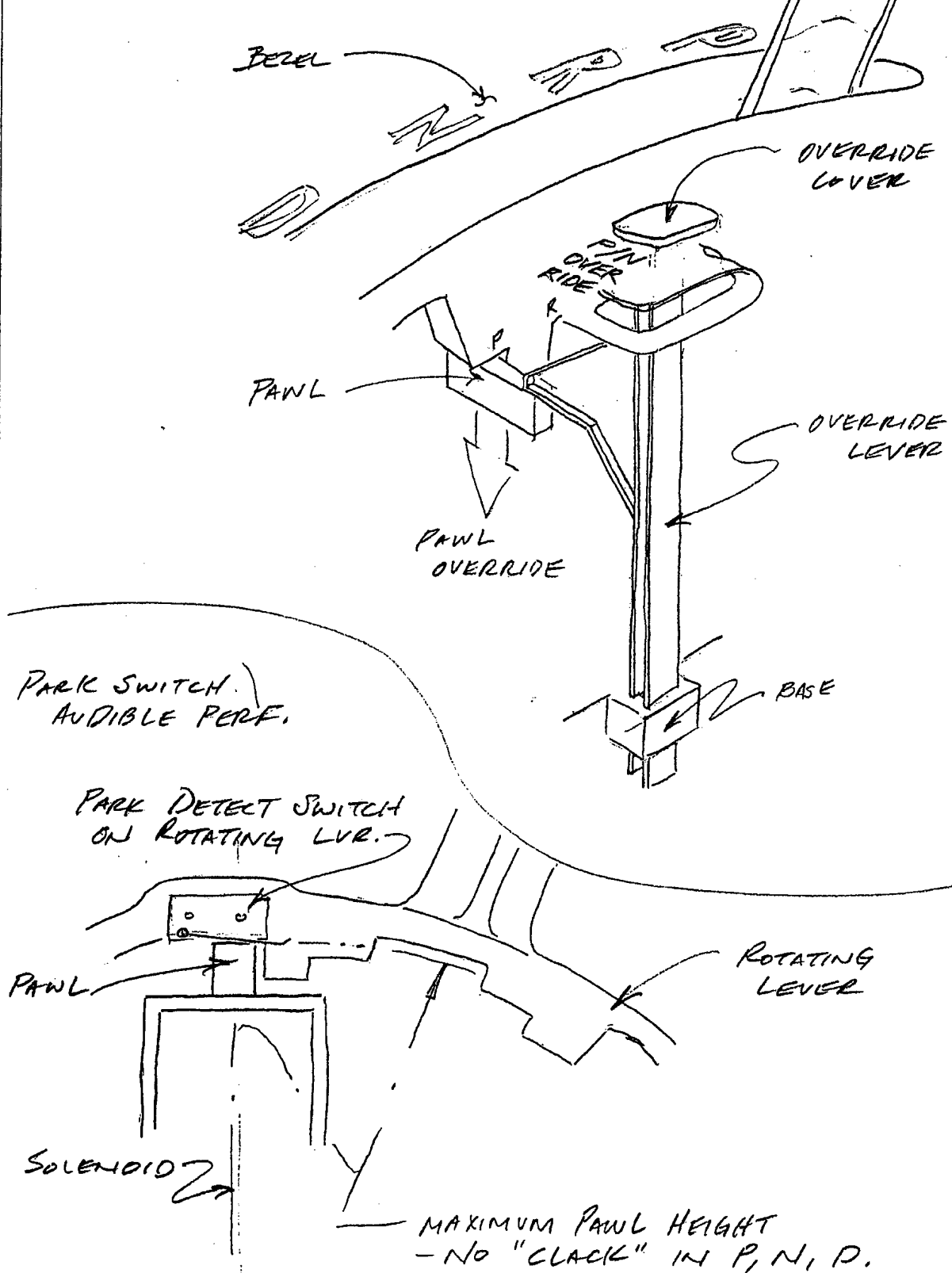
# EPL ADAPTATION

ELECTRIC PAWL / KNOB  
CONCEPT:





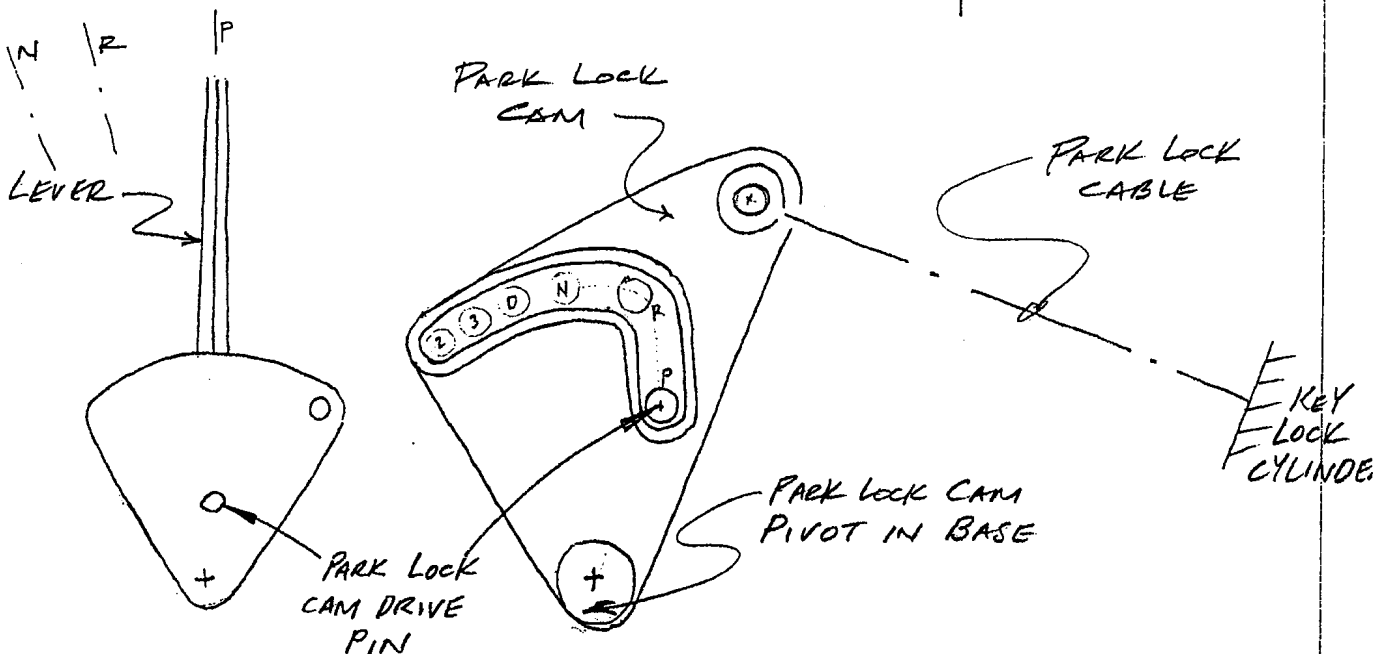
PARK \ N-D OVERRIDE

EPL  
ADAPTATION

MPL ADAPTATION

- USE E.P. TO LOCK LVR. IN P UNTIL BRAKE IS KEY IS IN RUN AND AFTER BRAKE IS DEPRESSED. (BTS)

| CONDITION   | 12V TO COIL     | PAWL   | LEVER  | CABLE    | KEY | FMVSS |
|---|-----------------|--|--|----------|-----|-------|
| ○ DEAD BATTERY<br>NO KEY IN<br>LOCK CYL.  | NO              | LOCKED                                       | LOCKED                                       | —        | —   | ✓     |
| ○ KEY IN LOCK<br>CYLINDER IN<br>RUN POSITION<br>NO BRAKE<br>DEPRESS.<br>(IN PARK) | NO              | LOCKED                                       | LOCKED                                       | UNLOCKED | RUN | ✓     |
| ○ KEY IN LOCK<br>CYLINDER IN<br>RUN POSITION<br>DEPRESSED<br>BRAKE<br>(IN PARK)   | YES             | UNLOCKED                                     | UNLOCKED                                     | UNLOCKED | RUN | ✓     |
| ○ SHIFTED LVR.<br>FROM PARK TO<br>NON PARK  | YES<br>or<br>NO | UNLOCKED → UNLOCKED<br>or<br>LOCKED → LOCKED | UNLOCKED → UNLOCKED<br>or<br>LOCKED → LOCKED | UNLOCKED | RUN | ✓     |



**From:** Bob DeJonge <dejongeb@ghsp.com>  
**To:** "Jeff Kapteyn (jkapteyn@priceheneveld.com)" <jkapteyn@priceheneveld.com>  
**Date:** 5/6/03 7:47AM  
**Subject:** graphics for new patent app

Jeff-

Attached are the graphics we were looking at yesterday regarding the new electric pawl application.

More being generated in the next day or two.

I'll get in touch with you soon.

Bob

Exhibit  
B

> <<TEMP003.TIF>> <<TEMP004.TIF>> <<TEMP005.TIF>> <<TEMP006.TIF>>  
> <<TEMP007.TIF>> <<TEMP008.TIF>> <<TEMP009.TIF>>  
>  
>

# EPL ADAPTATION

ELECTRIC PAWL / KNOB  
CONCEPT:

COULD PACKAGE  
ANOTHER O.P. IN  
DRIVE IF NEC.

FIXED  
BASE

PIVOTING  
DETENT GATE

DECOUPLED  
BLOCK  
PIN  
(PAWL)

DAMPER

0 CURRENT  
= EXTEND

VIEW  
CROSS / SIDE

SOLENOID  
ARMATURE

PAWL OVERRIDE  
OPTION

VIEW  
FORE / AFT

FIXED  
INTO  
BASE

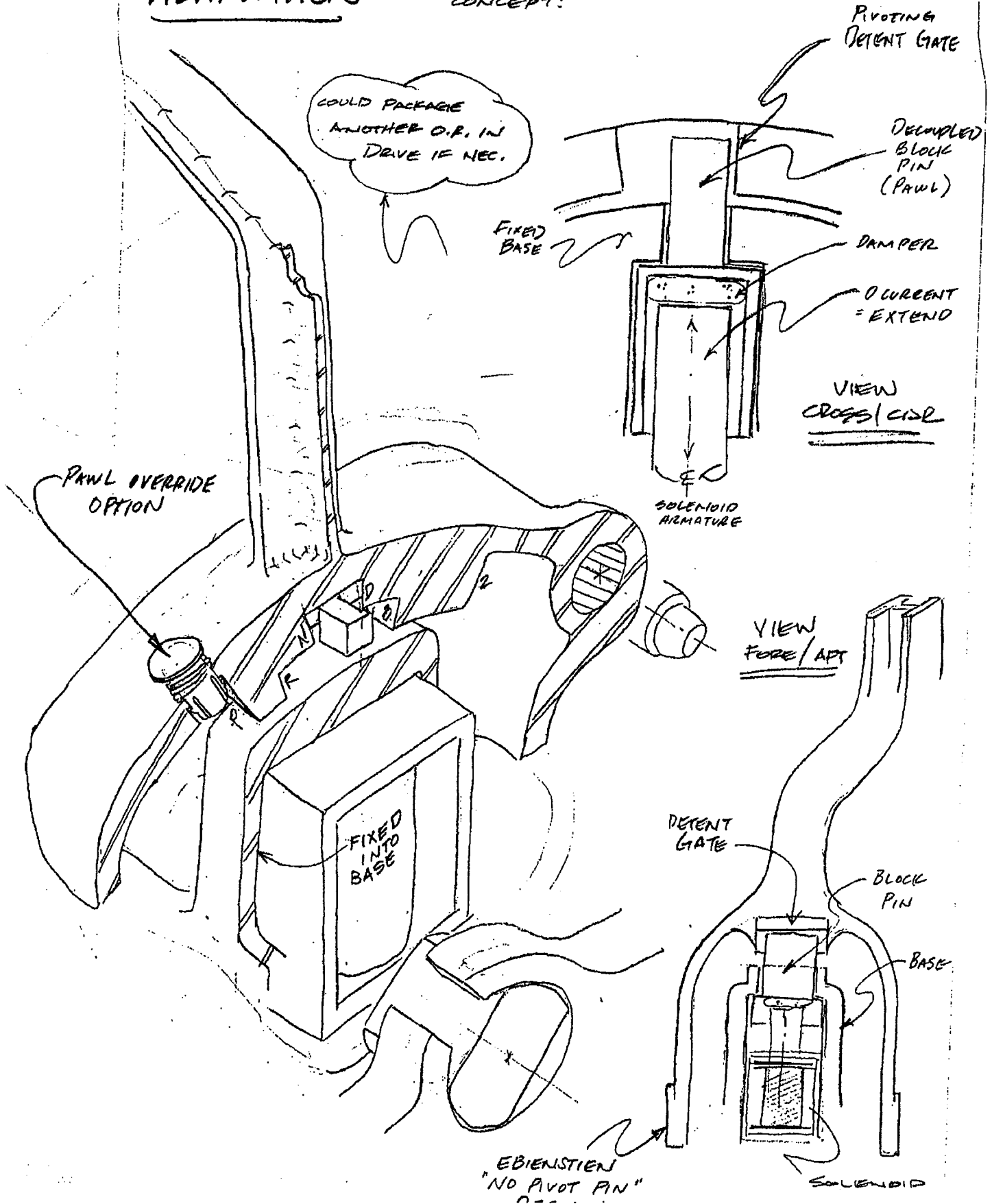
DETENT  
GATE

BLOCK  
PIN

BASE

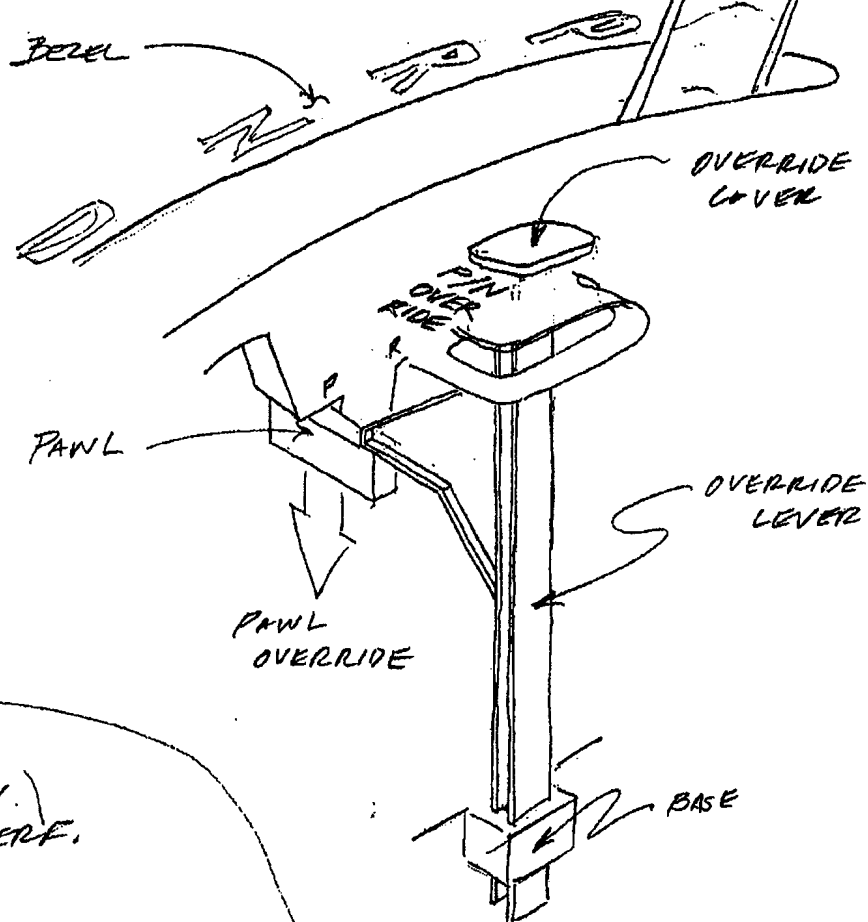
EBIENSTIEN  
"NO PIVOT PIN"  
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SOLENOID



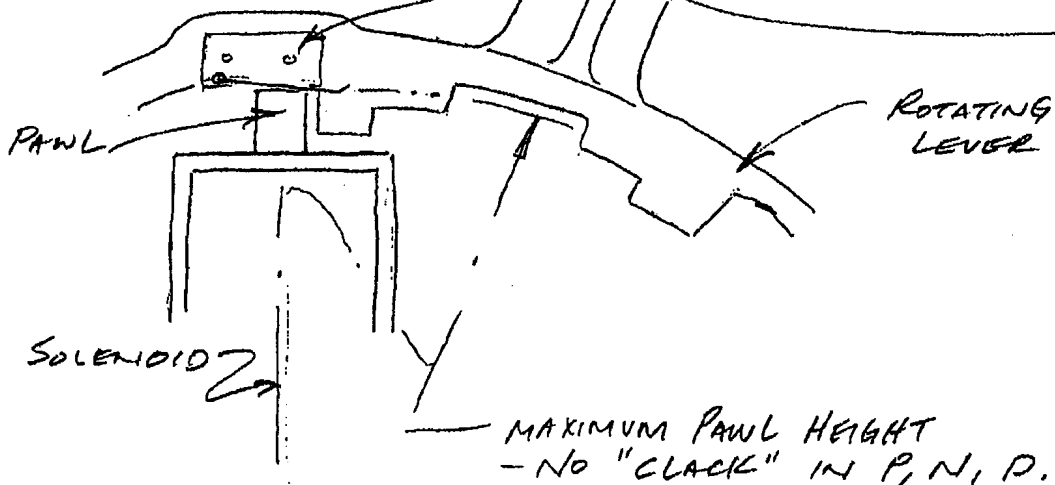
PARK \ N-D OVERRIDE

EPL  
ADAPTATION



PARK SWITCH \  
AUDIBLE PERF.

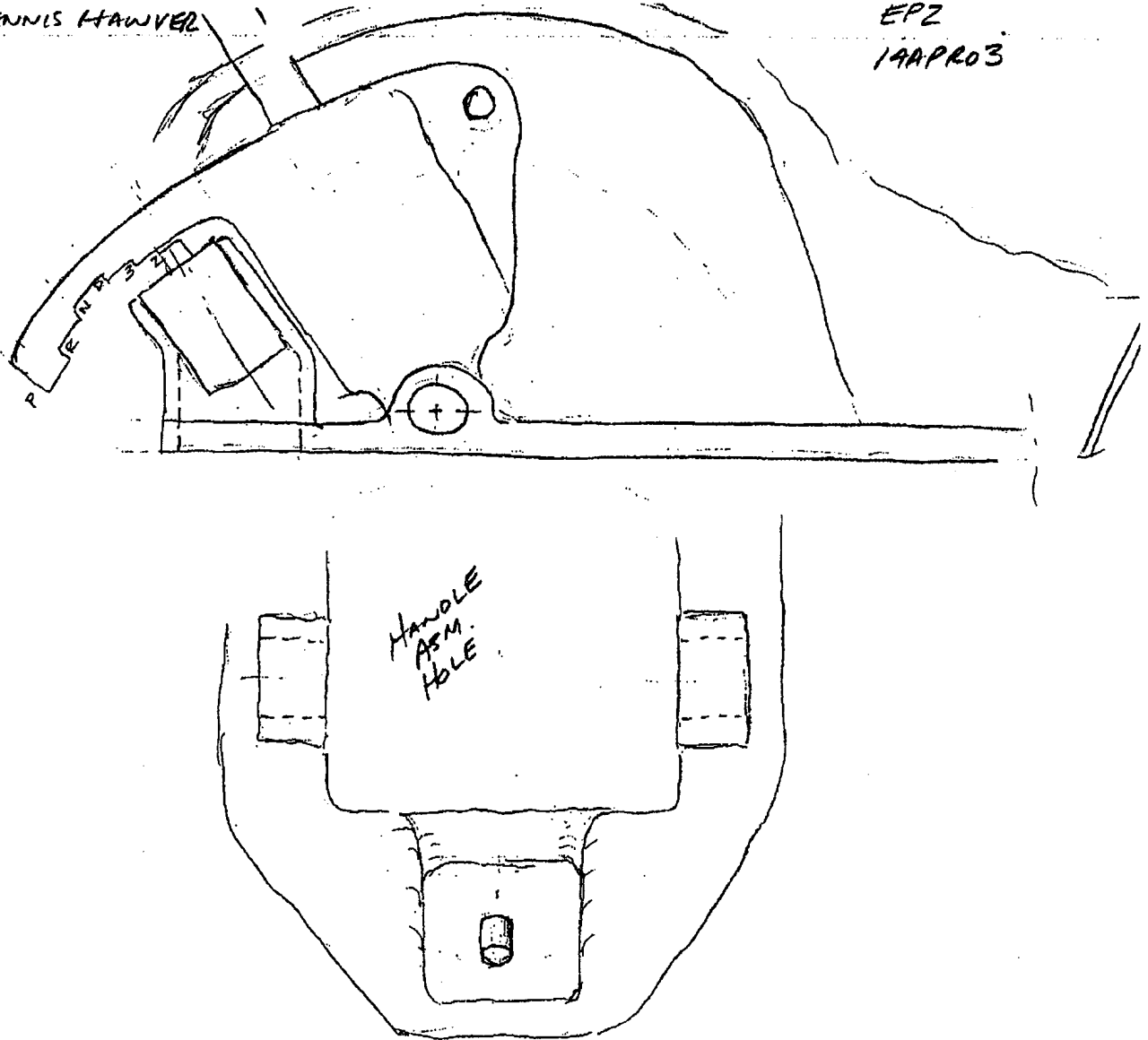
PARK DETECT SWITCH  
ON ROTATING LVR.



VENNIS HAWVER

EP2

19APR03

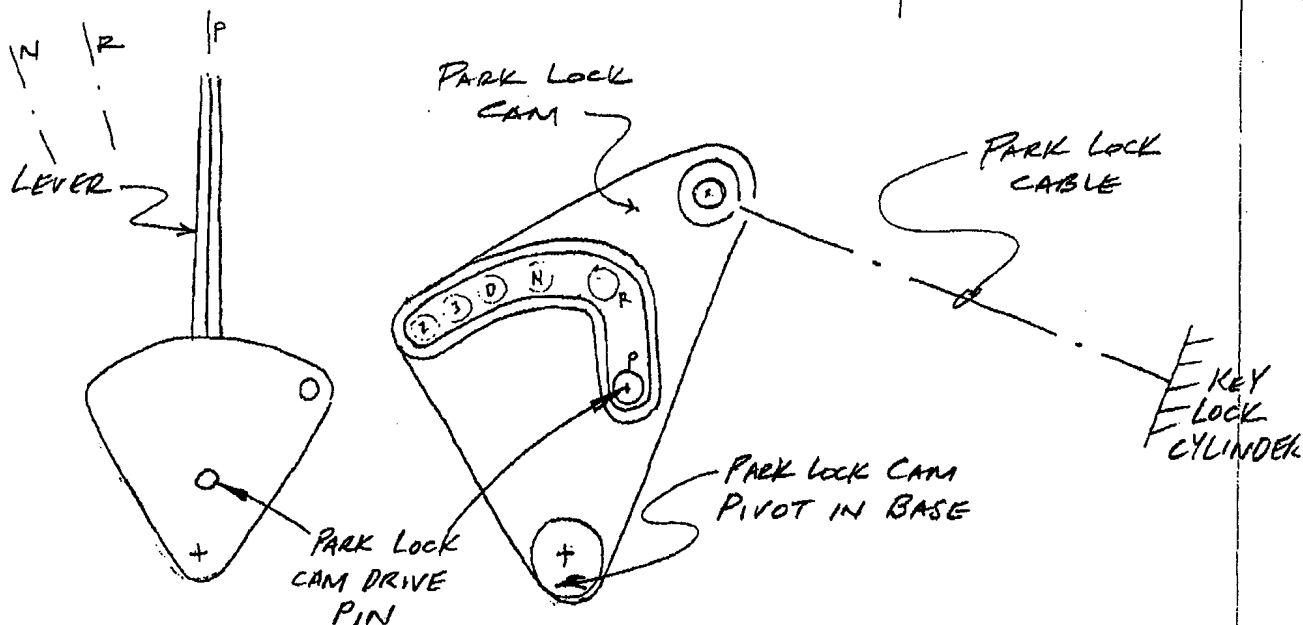


REAR MOUNT OF COIL PERMITS HANDLE ASM. HOLE WHILE OFFERING TOOL STEEL ACCESS TO MOLD "GUIDE SLOT" FOR LOAD STABILITY.

# MPL ADAPTATION

- USE E.P. TO LOCK LVR. IN P UNTIL BRAKE IS KEY IS IN RUN AND AFTER BRAKE IS DEPRESSED. (BTS)

| CONDITION  | 12V TO COIL              | PAWL                                   | LEVER                                  | CABLE    | KEY | FMVSS |
|--|--------------------------|--|--|----------|-----|-------|
| DEAD BATTERY<br>NO KEY IN<br>LOCK CYL.   | NO                       | LOCKED                                 | LOCKED                                 | —        | —   | ✓     |
| KEY IN LOCK<br>CYLINDER IN<br>RUN POSITION<br>NO BRAKE<br>DEPRESS<br>(IN PARK) | NO<br>↑<br>? RELAY?<br>↓ | LOCKED                                 | LOCKED                                 | UNLOCKED | RUN | ✓     |
| KEY IN LOCK<br>CYLINDER IN<br>RUN POSITION<br>DEPRESSED<br>BRAKE<br>(IN PARK)  | NO<br>↑<br>?<br>↓        | UNLOCKED                               | UNLOCKED                               | UNLOCKED | RUN | ✓     |
| SHIFTED LVR.<br>FROM PARK TO<br>NON PARK                                       | YES<br>OR<br>NO          | UNLOCKED → UNLOCKED<br>LOCKED → LOCKED | UNLOCKED → UNLOCKED<br>LOCKED → LOCKED | UNLOCKED | RUN | ✓     |



7 APR 63

ASM. THROUGH  
BEZEL THEN  
ADD SECOND  
CORE

SECOND  
CORE w/  
FIRST  
SURFACE  
OVERMOLD  
OR LEATHER

SWITCH  
HOLE

OVER MOLD IN CELL?

## EP2 → INTEGRATED KNOB CONCEPT

STEP

ASM

A

LEVER THROUGH SHIFTER BEZEL

B

ASM. SECOND CORE

C

(OVER MOLD IN CELL)

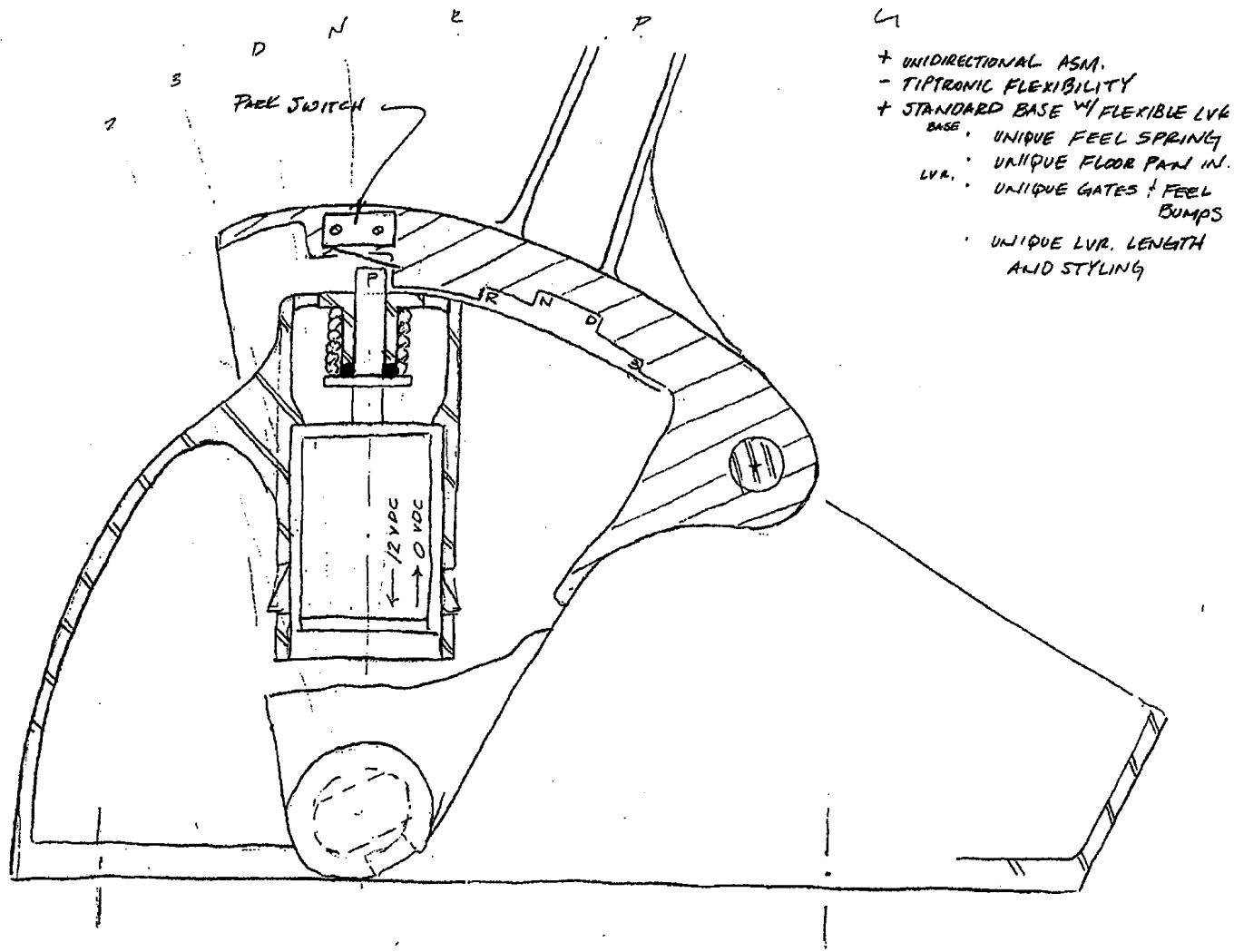
→ BUT SECOND CORE OVER MOLDED ~~FOR~~

BIG \$ SAVE!  
SIGNIFICANT TORSIONAL STRENGTH INC.



EP2 MAPRO3

LENNIS HANVER



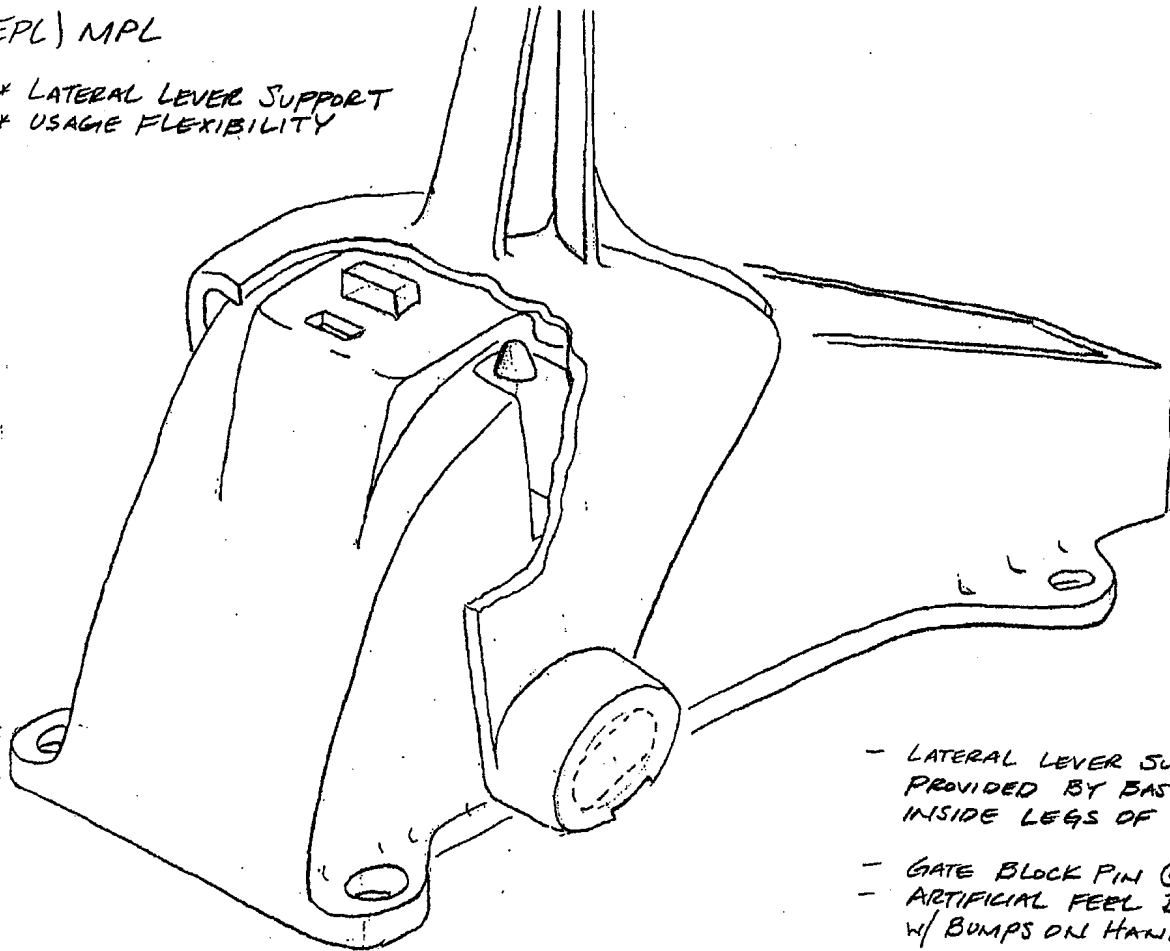
EPL) MPL

- \* LATERAL LEVER SUPPORT
- \* USAGE FLEXIBILITY

16 APR 03

EP2

LENNIS HANVER



- LATERAL LEVER SUPPORT PROVIDED BY BASE AGAINST INSIDE LEGS OF "SADDLE BRKT."
- GATE BLOCK PIN @ TDC
- ARTIFICIAL FEEL BULLET @ TDC W/ BUMPS ON HANDLE
- INSERT HANDLE GATES AND FEEL BUMPS IN LVR. FOR FLEXIBILITY.